

Sept. 2000

THE
AUSTRALIAN

U.F.O.

BULLETIN



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WELCOME

The Society welcomes reports of unusual phenomena. These are evaluated on their own merits and if requested are kept in the strictest confidence.

The Society exchanges information with similar Australian and overseas organisations, as well as scientists, and disseminates to the public information on local, interstate and overseas developments in its quarterly publication, the "Australian U.F.O. Bulletin", which is posted to all members.

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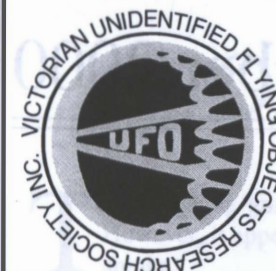
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MEMBERSHIP RENEWAL

For details of your membership renewal, refer to the month/year coding on the address label of your latest bulletin. This indicates the last bulletin for which you are financial - we would appreciate your renewal by the date shown.



Victorian U.F.O. Research Society

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INCORPORATED 1988

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EDITORIAL September 2000



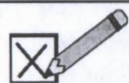
I retired from the Victorian Flying Saucer Research Society (VUFORS) in 1976 and went to the United States, Canada and UK for several months, where I had the privilege of meeting many of the most outstanding UFO researchers in the field. On my return home, I was asked if I would preside over the Society's meetings as their President had resigned. I agreed - on a temporary basis!

My view towards the subject was 'the middle of the road' attitude and I have attempted to maintain that position since then, not accepting at face value any report without investigation, and I believe this has paid off as many of the accredited groups and organisations overseas have congratulated us on our scientific approach to the subject.

Having watched numerous groups and publications world-wide fold, possibly due to the internet, we feel very fortunate that we can still maintain our membership and meetings. We consider that our policy of honesty, sincerity and fair play is keeping us operating satisfactorily.

We would like to thank the many members from all States, who either 'phoned or wrote to us in recent weeks, offering their support and complimenting us on our course of action and a job well done.

When Dr. Richard Haines visited us here, he stated that to have had only two Presidents in the Society since its inception in 1957 indicates stability on the Committee and we hope to continue in this manner.



Elections 2000/2001

The Discussion Night on 4th September 2000 will be preceded by a report from the Returning Officer.

ON THE UFO TRAIL

Paul Norman © 2000

The "smoking gun" so called, was supposed to have ended the UFO controversy forever. However, it appears there was no gun, or evidence. Someone has produced smog instead of smoke.

I have been hearing about a lot of excitement from inexperienced enthusiasts and wishful thinkers. Before viewing the actual footage, I was puzzled as to why longstanding UFO researchers were not writing nor speaking out regarding the expected breakthrough which had not broken through. A real breakthrough would have resulted in block-sized headlines around the world. Even Stanton Friedman would have been knocking on the door to the Pentagon.

None of the major, credible UFO Publications were even giving it a mention. Publications like the MUFON Journal, The International UFO Reporter, and the BUFORA Bulletin were silent with regard to the incident. Remarks from The South Hampton publication are covered in this edition.

With my curiosity aroused, I 'phoned colleagues in the United States, whom I have known and respected for decades. One had been closely connected with space probe technology prior to his retirement. It appears to indicate there were several causes for the misidentification of the unusual effects.

There was a waste disposal from the shuttle, three days earlier, which could have caused crystals to be formed and possibly photographed. In space with temperatures below zero, fluids would freeze instantly. Bacteria from waste could possibly have been magnified by the extremely powerful camera lens used at the time. There would also have been effects resulting from the highly charged tether and other particles floating around it. The outstanding cause would be the nature of the experiment. Speed, shuttle and camera motion would also be taken into consideration.

In Australia there were sobering comments from the Editorial of the Australian Ufologist Magazine whose editor was not impressed.

Although there were no reports of a meteor shower, the possibility could exist. We are accustomed to seeing meteors burning up, due to friction when entering our atmosphere, how would a meteor shower appear in space lit up from the rays of the sun?

The enthusiasm appears to have been motivated by a Canadian who had built antennas in his back yard from which he monitored and Hollywoodised statements he claimed to be spoken by astronauts with regard to the experiment of the satellite system TSS-1R. He located an editor who was prepared to pass on the story to the general public through his British Commercial Newsstand UFO Magazine.

A similar situation occurred with regard to the Santilli autopsy case. Who was the fictionalizer of this case? I am not saying there has not been an autopsy because there could well have been, but what I am saying is that the Santilli case was not one of them.

There are examples of efforts being made to extract cash from the "gullibility market". The most likely explanation was the autopsy was performed on an earthling.



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Since the last newsletter, SUFOG has the following announcement.... We have our own 'Smoking Gun' UFO footage... That's right... We have video footage, that at present, looks just as impressive than the NASA footage. But first... UFO Magazine has just released the Smoking Gun video and for £16.99 or so, I would say, keep your money and spend it on something more worth while... Of the 90 minutes, 70 minutes of it is an interview with the TV producer in Canada that recorded it and secondly, Graham Birdsall gives you background into the subject of UFOlogy. As for the NASA footage... 20 minutes of rather poor quality footage, that really, does nothing for me at all. Okay, we see these 'things' floating around in space...

Alien life forms... possible.. giant alien jellyfish... possible....

The problem is, we know little about our own planet and as for space... we know even less... I found the video boring, tedious to watch and quite frankly rather a let down. After all the hype that the 11th March the footage would be released to the world... Quests web site showed 20 mins or so of the footage and was very poor quality and I ended up disconnecting from the internet. Also, the press around the world seemed to of missed the great released as non of the British National Newspapers covered this great event of the millennium. I have not heard of any newspapers in this country that has even mentioned this video



footage... Why ? If it was to be the 'Smoking Gun' of UFOlogy why didn't the newspapers splash it across their pages... they didn't... Did someone tell them not to ? I still cannot understand how, the footage was downloaded from the NASA TV site and packaged as a video tape and sold on the general market. Surely, there are such things as copyright. If we copied a Quest video, packaged it up and sold it on the open market... Then we would be hit for 3 six by copyright and dragged up before a court faster than you can say sorry... So, save your money and invest it in something that you would get greater pleasure out of... Like subscribing to a local UFO group and support them... They need it more.

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Valentich Disappearance: New Evidence and a New Conclusion

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Abstract-This paper presents new evidence regarding the now-famous disappearance of Frederick Valentich, who was flying a Cessna airplane on the evening of October 21, 1978, somewhere near Cape Otway SW of Melbourne. The testimony of three witnesses is given, each of whom claim they saw an airplane descending downward at a steep angle with a much larger object with green lights flying just above it. A plot of the most probable flight path is also included. Based on this new evidence, taken in conjunction with the pilot's own in-flight reporting of sighting events, we have to conclude that there appears to be sufficient evidence to suggest that Valentich's airplane probably crashed into the sea SE of Cape Marengo between 3 and 12 miles offshore. The nature of the large object with green lights that accompanied the airplane during its steep descent remains to be identified.

Keywords: pilot disappearance - accident analysis - UFO - crash investigation

Introduction

The in-flight disappearance of Frederick Valentich over Bass Strait, Australia, on October 21, 1978, has become one of the most well-publicized mysteries of aviation since Amelia Earhart disappeared on July 3, 1937. Accounts of this tragic event may be found elsewhere (*International UFO Reporter*, 1978; Bass Strait mystery, 1979; Haines, 1987; Norman, 1979; Pinkney and Ryzman, 1980; Valentich, 1980). Despite the co-ordinated efforts of private pilots and the Australian government's search-and-rescue airplanes immediately following the event, no trace of Cessna DSJ (its registration letters: "Delta Sierra Juliet") of any kind was ever found.

What has made this event such a perennial and popular mystery was the existence of an air-to-ground radio (voice) transmission between young Valentich and a flight service specialist, Steve Robey, who was working at Melbourne International's "Tullamarine" airport at the time of the disappearance. Other pilots overheard this transmission and, because of intense and immediate pressure on the civil aviation authorities, the Department of Transport (DoT) released a printed transcript of the conversation long before the official accident report was issued. The authors also have listened carefully to this tape recording; the eyewitness description and other sounds therein should be of interest to those who are truly interested in UFO phenomena (Haines, 1981). A detailed account of the entire event is found elsewhere (Haines, 1987). There is nothing in this 13-minute audio tape that contradicts the new evidence presented below. Other than a short article

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published in Australia (Norman, 1991), there has been no new evidence that relates directly to this reported aerial encounter and subsequent aircraft disappearance

Aircraft pacing and other forms of reported interference with airplanes by unusual and nonaerodynamically shaped objects is not exceptional. One of the authors (R.H.) has compiled the following list of such events for the general period 1948-1989: 55 cases involving airplane pacing, 15 cases in which the aerial object completely circled the airplane one or more times, 12 cases in which the object suddenly disappeared from the pilot(s) sight, 22 cases involving a head-on approach to the airplane and near-miss by objects that did not appear to be airplanes, and scores of incidents in which on-board electromagnetic hardware was affected only when the UFO was nearby (Haines, 1992; Sturrock *et al.*, 1998).

Selected Background Information

Pilot Frederick Valentich, 20, made arrangements with Southern Air Service, located at the Moorabbin airfield SSW of Melbourne city center, to rent a Cessna 182L model, single-engine, propeller-driven airplane for his night flight. He submitted his flight plan to the briefing officer at the airfield at 5:20 p.m. and finally took off alone at 6:19 p.m. for what was to be a "full-reporting" flight. This means that he was supposed to check in by radio with flight service personnel at certain defined checkpoints for safety reasons. His destination was King Island, about halfway between the Australian mainland and the tip of Tasmania (see lower left inset in Figure 1). Flying at 120 miles per hour (neglecting wind effects), the journey from Cape Otway to the nearest point of land on King Island would be about 48 miles (24 minutes of flight) flying at 4,500 feet altitude. The sun would set at 6:48 p.m.; but it was almost 7:00 p.m. when Valentich finally reached his designated (radio) reporting point near Cape Otway. This conclusion is based on a complete flight path reconstruction, including prevailing wind conditions. His radio call at 9:00:29 stated, "Melbourne, Delta Sierra Juliet. (Now at) Cape Otway, descending for King Island." He was right on time. (Note the 2-hour time difference between local and GMT used in the official transcript. We will use GMT for the remainder of this paper).

According to his flight plan, Valentich planned to climb to at least 4,500 feet altitude for his water crossing (for safety and visibility reasons). We assume that he made this ascent well before reaching Apollo Bay. Several eyewitnesses observed his blue and white Cessna from the resort town of Apollo Bay as it flew SW over the water at an unspecified distance.

Several local pilots have pointed out that it is normal procedure to "cut the corner" at the cape when flying to King Island (*i.e.*, not to fly all the way to Point Franklin, Crayfish Bay, or the lighthouse itself before turning left for King Island; Figure 1). Valentich had flown this same route in the past, and presumably, he cut the corner on this flight as well. Doing so would shorten his trip by about 6 miles, saving both time and fuel. Indeed, Norman (1991) interviewed fishermen who had camped along the Parker River (south of Point Lewis; Figure 1) that night. They apparently saw the Cessna make this turn about 3 to 4 miles ENE of the Cape Otway lighthouse. The eastern sky was now dark, although the western sky still possessed some orange glow from sunset. The scattered ground lights visible off Valentich's right side likely helped him maintain his general flight path direction up to this point.

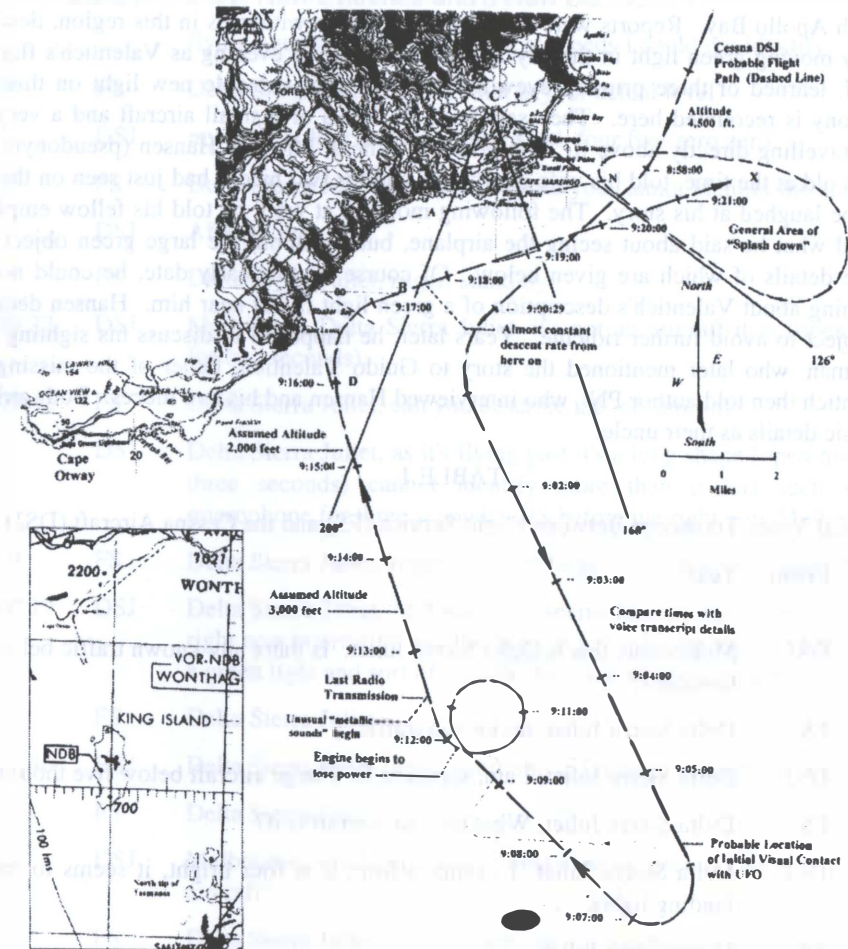


Fig. 1. Enlarged scale chart of region from Apollo Bay to Cape Otway.

After changing his heading to the left, he probably continued on out over Bass Strait toward the nondirectional beacon (NDB; inset, Figure 1) on King Island (a magnetic heading of 154.5'). Flying at 4,500 feet altitude and between 110 and 120 miles per hour (there was a tail wind of about ten knots out of the NW), he reported by radio to Steve Robey, who was handling this particular air sector that evening, that he saw "a large aircraft below 5,000" (feet altitude). The time was exactly 9:06:14 according to the official transcript of this interchange.

Table 1 presents the DoT voice transcript as it may possibly relate to the new evidence presented here. The key for Table 1 defines the speech timing and inflection symbols that were added based on a detailed analysis of the original voice tape by R.H.

In the years following this event, one of the authors (PN.) succeeded in locating and interviewing a number of people travelling or living in the region along Great Ocean Road, which runs north and

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south through Apollo Bay. Reports were obtained from 20 eyewitnesses in this region, describing an erratically moving green light in the sky at that same time of evening as Valentich's flight. In addition, PN. learned of three primary eyewitnesses who shed valuable new light on this event. Their testimony is recounted here. They saw both the lights of a small aircraft and a very large green light travelling directly above it. The primary witness, Mr. Ken Hansen (pseudonym), who was 47 years old at the time, told his wife of what he and his two nieces had just seen on their way home, but she laughed at his story. The following morning at work he told his fellow employees, who believed what he said about seeing the airplane, but not about the large green object flying above it, the details of which are given below. Of course, at this early date, he could not have known anything about Valentich's description of a green light flying near him. Hansen decided to drop the subject to avoid further ridicule. Years later, he happened to discuss his sighting with a local policeman, who later mentioned the story to Guido Valentich, father of the missing pilot. Guido Valentich then told author PN., who interviewed Hansen and his two nieces. Both girls gave the same basic details as their uncle.

TABLE 1

Official Voice Transcript Between Flight Service (FS) and the Cessna Aircraft (DSJ)

Time (GMT)	From	Text
1906:14	DSJ	Melbourne, this is Delta Sierra Juliet. Is there any known traffic below five thousand?
	FS	Delta Sierra Juliet, no known traffic.
	DSJ	Delta Sierra Juliet, I am, seems to be a large aircraft below five thousand.
1906:44	FS	Delta Sierra Juliet, What type of aircraft is it?
	DSJ	Delta Sierra Juliet, I cannot affirm, it is four bright, it seems to me like landing lights.
1907	FS	Delta Sierra Juliet.
1907:31	DSJ	Melbourne, this is Delta Sierra Juliet, the aircraft has just passed over me at least a thousand feet above.
	FS	Delta Sierra Juliet, roger, and it is a large aircraft, confirmed?
	DSJ	Er-unknown, due to the speed it's travelling, is there any air force aircraft in the vicinity?
	FS	Delta Sierra Juliet, no known aircraft in the vicinity.
	DSJ	Melbourne, it's approaching now from due east towards me.
1908:18	FS	Delta Sierra Juliet.
		(open microphone for two seconds.)
1908:41		
1908:48	DSJ	Delta Sierra Juliet, it seems to me that he's playing some sort of game, he's

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		flying over me two, three times at speeds I could not identify.
1909	FS	Delta Sierra Juliet, roger, what is your actual level?
	DSJ	my level is four and a half thousand, four five zero zero.
	FS	Delta Sierra Juliet, and you confirm you cannot identify the aircraft?
	DSJ	Affirmative.
1909:27	FS	Delta Sierra Juliet, roger, stand by.
	DSJ	Melbourne, Delta Sierra Juliet, it's not an aircraft it is (open microphone for two seconds).
1909:42	FS	Delta Sierra Juliet, can you describe the -er- aircraft?
	DSJ	Delta Sierra Juliet, as it's flying past it's a long shape (open microphone for three seconds) cannot identify more than it has such speed (open microphone for three seconds). It's before me right now Melbourne.
1910	FS	Delta Sierra Juliet, roger and how large would the - er - object be?
1910:19	DSJ	Delta Sierra Juliet, Melbourne, it seems like it's stationary. What I'm doing right now is orbiting and the thing is just orbiting on top of me also. It's got a green light and sort of metallic like, it's all shiny on the outside.
	FS	Delta Sierra Juliet
1910:46	DSJ	Delta Sierra Juliet (open microphone for three seconds) It's just vanished.
	FS	Delta Sierra Juliet
1911	DSJ	Melbourne, would you know what kind of aircraft I've got? Is it a military aircraft?
	FS	Delta Sierra Juliet, Confirm the - er ~ aircraft just vanished.
	DSJ	Say again.
	FS	Delta Sierra Juliet, is the aircraft still with you?
	DSJ	Delta Sierra Juliet; it's (open microphone for two seconds) now approaching from the south-west.
1911:50	FS	Delta Sierra Juliet
	DSJ	Delta Sierra Juliet, the engine is rough-idling. I've got it set at twenty three twenty-four and the thing is coughing.
	FS	Delta Sierra Juliet, roger, what are your intentions?
	DSJ	My intentions are - ah - to go to King Island - ah - Melbourne. That strange aircraft is hovering on top of me again (open microphone for two seconds). It is hovering and it's not an aircraft.

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FS Delta Sierra Juliet.

1912:28 DSJ Delta Sierra Juliet. Melbourne (open microphone for seventeen seconds)
[A very strange pulsed noise is also audible during this transmission.]

1912:49 FS Delta Sierra Juliet, Melbourne

End of official DoT Transcript

Site Visit to Apollo Bay

During a visit to the area between Cape Otway and the resort town of Apollo Bay on March 17, 1998, both authors had an opportunity to meet Mr. Ken Hansen (pseudonym), who was then age 67. Hansen lives in the resort town of Apollo Bay. As he had told author PN. in 1991, he said that he had seen, with his two nieces, an odd aerial event the same night that Valentich had disappeared. We asked if he would take us to his original observation site so that we might reconstruct each step of his sighting. He gladly agreed to do so, during which time he gave us the following information.

Sighting details obtained from Mr. Hansen. Mr. Hansen and his two nieces had been shooting rabbits on the late afternoon of October 21, 1978, in the hills about 2 km west of Apollo Bay in the direction of Marriners Falls. He said that it was dusk, but he could not recall the exact time. They were in his four-wheel-drive vehicle driving east on Barham Valley Road toward his home on the southern outskirts of the town. Figure 2 shows an enlarged scale drawing of the road on which they were travelling when they sighted the lights in the sky.

Hansen was driving (in the left front seat), and one niece, Tracy, was sitting in the right front scat. His other niece was in the back right seat. Tracy first sighted colored lights in the sky on their right side. The automobile was travelling about 30 miles per hour at the time in the left lane. Suddenly, she said, "What is that light in the sky?" Point A of Figure 2 shows their location at this time.

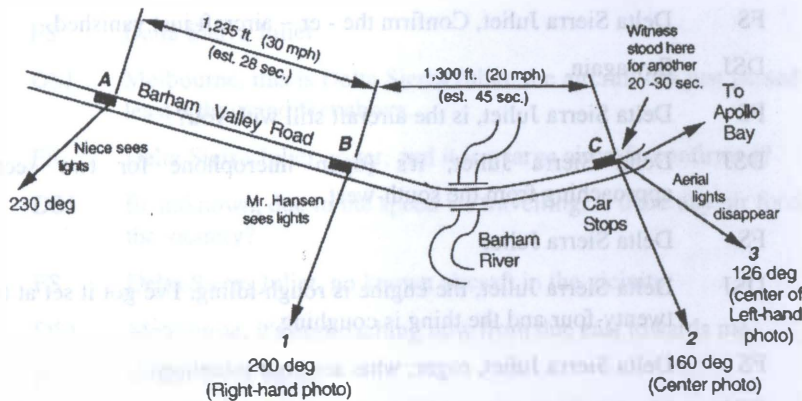


Fig. 2. Sighting area of Mr. Hansen and his neices, SW of Apollo Bay, Australia

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As the automobile continued, Hansen craned his neck to look out the right side window in the direction that she was pointing. He caught sight of some lights and said to her, "Those are only the lights of an airplane." "No," she replied, "I mean that other large green light above it!" He drove on and then turned to look again some 10 to 15 seconds later. At that point, he also was able to make out two separate sets of lights in the clear but darkening sky. They were now near point B in Figure 2. They continued down the road, although Mr. Hansen was now slowing down because of the left turn ahead and because he wanted to better see the strange set of aerial lights. Mr. and Mrs. Hansen live near a small airstrip located just south of Apollo Bay, and he is knowledgeable about aircraft and the appearance of their lights at night. He noted clearly the familiar lights of a small airplane (white navigation light; red wingtip light) that were visible. He told us that these colored lights on the aircraft were separated by about the same angle that is subtended by a marble (0.65 inches) held at arm's length (approximately 22 inches from the eye) or about a 1.7 degrees arc. Both aerial objects had passed through a 30 degree arc toward the east during this initial sighting interval, which lasted about 28 seconds.

Not wanting to stop on the small bridge crossing Barham River, he drove on at about 20 miles per hour and finally decelerated to zero at point C of Figure 2. The car's measured transit time from point B to point C was no more than 45 seconds. Although it is not uncommon to see the lights of small airplanes in the vicinity, the presence of the large green light was so unusual that Hansen decided to pull over, stop, and get out of his automobile. He said that when he did so, he clearly saw a second, large, greenish, circular light "like it was riding on top of the airplane." Its angular diameter was equivalent to that of a tennis ball held at arm's length (approximately a 6.8 degrees arc), for an angular ratio for the two objects of about one to four. Its color was similar to the navigation lights on an airplane. He also said that it kept a constant distance above and slightly behind the airplane's lights at all times. He stood watching for another 15 to 20 seconds until both lights disappeared from sight. Thus, the entire sighting from point A to point C-3 lasted about 93 seconds.

The second part of this paper will appear in the December 2000 issue of The Australian UFO Bulletin.

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June 2000

PHYSICIANS TAKE SURVEY

The following information is from Filer's Files #24, dated June 20, 2000: David Gordon writes he and his wife who are both medical doctors conducted a UFO survey in their practices in 1992 to establish the veracity of the UFO sighting and contact reports to determine the scope of the phenomenon.

From Dr. David Gordon, MD:

George, it gives us great pleasure to have our study published. There have been medical gatherings (1) and media publications (2,3,4) in which respected psychiatric professionals have supported the claims of people who say they were abducted by UFOs. Some of these people have found to be suffering from a type of post-traumatic stress disorder (3). A recent Roper survey of over 5,000 people, whose results were mailed to 100,000 psychiatric professionals, found a 2 percent potential UFO abduction rate in the general population (5).

To discover the prevalence of both UFO abductions and sightings, and to establish the veracity and clinical relevance of these claims, I undertook a survey of my own HMO practice members. One thousand fifty (1050) low acuity HMO members were asked in a serial fashion at the conclusion of their visit with me, if he or she, the member, "had ever seen a UFO." Members with known significant mental illness were excluded from the survey. If the members answered in the affirmative, a detailed sighting report, was taken of the time, place, and circumstances of the encounter. Members were asked to sketch the object if they had seen a structure to the object. Objects were counted as UFOs if they had structure or flight characteristics unknown to modern aircraft manufacturing and propulsion technology (I hold a commercial pilot's license).

Examples of counted objects: were nocturnal lights exhibiting non-ballistic motion (sudden Z turns, impossible accelerations and decelerations), flying and hovering discs, cigars, triangles, boomerangs, all of which were described as either silent or emitting a low humming noise. Members who had seen a UFO were then asked specifically about contact with any entities associated with the object. They were asked about memory of abduction experience, unexplained missing time, or sudden translocation of physical position in association with their sighting. The results were surprising.

Out of 1050 HMO members surveyed, 115 (11%) reported having had seen a UFO by the criteria listed above. Only two had reported it to the authorities. (Note – only 2 of 115 ever filed a report).

Sixty of the objects had been close enough to be able to sketch structure. The other 55 objects had been nocturnal lights moving non-ballistically.

Eight members (0.8% of the total surveyed population) related an involuntary UFO contact or abduction. Four (0.4%) other members reported visual contact with UFO entities without abduction. Most of the members reporting objects or entities were known personally by me for several years and had no history of mental disturbance. Furthermore, medical records were available on all of these persons to confirm this.

If replicable by other health care professionals, the implications of these data are profound. They would imply that the phenomenon of contact with non-earth intelligence in not rare, is occurring in every health professional's patient pool, could potentially affect people's health, and is being kept secret by individuals until a special person in a position of trust and authority, i.e., their physician, directly asks them about their experience.

Thanks to David Gordon, M.D., Los Angeles. (1) Conference on anomalous personal experiences, MIT, June 1992 (personal communication). (2) "UFO reports get a going over," David L. Chandler, Boston Globe, June 22, 1992. (3) "Helping Abductees," John E. Mack, M.D., International UFO Reporter, July/August 1992. (4) Secret Life, Firsthand Accounts of UFO Abductions, David Jacobs, Ph.D., Simon & Schuster, NY, NY 1992. (5) Roper Survey, Anomalous Personal Experiences. Roper Organization 1992.

ABDUCTION EFFECTS ON THE HUMAN CIRCADIAN CLOCK

An article in Science magazine, Vol. 228, 12 May 2000, entitled "Interacting Molecular Loops in the Mammalian Circadian Clock," states that "the core mechanism for the master circadian clock consists of interacting positive and negative transcription and translation feedback loops."

"Circadian clock-controlled rhythms provide an orchestrated temporal program that allows for the appropriate timing of physiology and behavior, optimizing the efficiency of biological systems. In mammals, a master clock generating circadian rhythms is located in the suprachiasmatic nuclei (SCN) of the hypothalamus. Synchronization of the multiple, cell-autonomous circadian clocks within the SCN leads to coordinated circadian outputs that regulate expressed rhythms. In its simplest form, the molecular clockwork consists of auto-regulatory transcriptional and translational feedback loops that have both positive and negative elements."

My questions for medical committee members are: Can we use our knowledge about the human circadian clock to develop a set of measurements and tests that could be

used by physicians to determine the extent and/or duration of an abduction experience? What sort of circadian clock changes could be expected as a result of being abducted? Is it possible that the changes in the circadian clock are responsible for some of the abductees' after effects following the abduction experience? Is it possible that the abduction experience has a permanent affect on the circadian clock? Are there non-invasive techniques that could be applied to determine changes in the circadian clock as a result of an abduction experience?

ABDUCTION/PHYSIOLOGICAL EFFECTS

The MUFON Field Investigator's Manual urges members to consider distinct categories of physiological effects in UFO cases. One of the categories relates to physiological effects resulting from the abduction experience. Following publication of the Spring 2000 issue of the MUFON Medical Committee Newsletter, Berthold E. Schwarz, M.D. sent me a copy of his new book "Psychiatric and Paranormal Aspects of Ufology," ISBN: 0-940829-25-8. In it he describes the plight of "Lois," a grandmother who never had any interest in UFOs until she encountered a UFO during her trip to Arkansas, in September 1986. I recommend reading the whole account in the book, but some excerpts from the chapter on "Lois" will suffice to illustrate the extent of this problem.

"It was at that time that she supposedly encountered two different life forms, one: a tall, noseless, nondescript individual who appeared to 'guide' Lois into the odd experience; and several smaller, very efficient, robot-like persons who had no nose, pointed chins, slit lips. "...but they didn't talk from or move these lips. I couldn't see above the nose area. I don't have any idea why. And all had these round, projected objects on their chests, like a carbon mask would have... all I could think of was, they can't breathe without noses and those projections really are from 'gas' masks. It was like their voice projected from below their chin area and seemed to come out of their body, from below the chin but above the 'gas mask-like' projections on their chests... one round projection on the left, one on the right, about mid-shoulder height. I felt confused as I had absolutely no idea how I was inside this thing after I saw the odd boomerang aerial object. I felt sick, like I had to regurgitate. It should have never happened to me. But I made sure I was awake, not in a nightmare... so I screamed. I remember driving later, stopping along the road as I felt so sick, then driving to a motel in North Little Rock, Arkansas. I was very nauseous and felt disoriented and wanted to forget. I wanted to regurgitate again."

ABDUCTEES REPORT SIMILAR AILMENTS

This report is from Filer's Files #20 – 2000. MUFON Maryland State Director, Bruce Maccabee, Ph.D., commenting on an earlier article in Filer's Files suggesting that many abductees have Chronic Fatigue Syndrome (CFS), Fibromalgia and similar yuppie-type diseases, stated the following:

Dr. Maccabee writes that from listening to Dr. Gabriel Merkin, a doctor in the Washington, D.C. area who is on the radio and publishes a monthly newsletter, I have learned that "fibromyalgia" is a complex, medical sounding term for "we don't really know what the problem is." He claims that long-term use of antibiotics can sometimes or often cure the problem because it is caused by an infection. Merkin says that there are bacteria that cause diseases that cannot be cultured. The newly discovered "nanobacteria" could also be involved. Thus, if a test is made there may be no positive result of the attempt at culture and no causative agent discovered. Yet, long-term use of antibiotics can cure the problem. (Note: he was on the forefront of cure of stomach problems with antibiotics long before the gastroenterologists agreed or admitted that a bacterium caused most ulcers. He claims that some arthritis can be cured by antibiotics. Anyway, he probably would suggest something to take for several months or maybe up to a year. Main point: If the "fibromyalgia" is actually caused by an infection, one can raise the question, **do some abductees contract illness from contact or close association with ETs? And if so, do ETs contract illnesses from us?"**

"The "quality" of any person's immune system depends upon his/her state of health, both physically and mentally. It could be that some abductees contract "ET diseases" (or diseases associated with ET contact) because their immune systems happen to be at a low point at the time of contact."

UV BLAMED FOR BURNS IN SOME UFO CASES

One of the most prevalent injuries reported in UFO cases, is burns to the skin. At times, it reported that other, sometimes life threatening, injuries seem to follow the initial burns. Researchers wonder how this can happen. Now, some new information about the effects of UV was published in Biophotonics International, May/June 1999.

"UV light damages DNA by kinking it, and as cells repair the lesions and then replicate the DNA, mutations occur. But according to Virginia Walbot, professor of biological sciences at Stanford University in California, UV may also harm DNA through transposons. These are pieces of DNA that jump in and out of chromosomes under direction of an enzyme called transposase, causing mutations where they land. Transposons are important -- they help drive evolution by introducing genetic change and, and in some species, account for a significant portion of DNA."

"And UV also causes vitamin A deficiency. Early in the century, researchers discovered and described the link between light exposure and activation of vitamin D, which is necessary for skeletal health. But ultraviolet radiation in sunlight has a detrimental effect on vitamin A. The bioactive form of vitamin A is essential for growth and development of the embryo, and later, for maintenance of epithelial (lining) tissues."

Calls to reopen 22-year Apollo Bay plane crash mystery

KATIE HYDER

CALLS to re-ignite the search for a pilot who disappeared off the coast of Apollo Bay 22 years ago after reporting a UFO, have been welcomed by the radio controller who last spoke to him alive.

Frederick Valentich disappeared on October 21, 1978, within seconds of reporting a large object — which he said was not an aircraft — flying above and around his plane.

UFO investigators now want to conduct another search after newly-released evidence has helped them pinpoint the area where they believe the plane hit the water.

Steve Robey was working at Melbourne International Airport when he was contacted, via radio, by Mr Valentich, who reported another large aircraft in the area, minutes before he lost contact and his plane disappeared.

Speaking two decades after the night which he has not been able to forget, Mr Robey said he would welcome any further search that could provide answers for himself and Mr Valentich's family.

"I'd welcome it, because it would answer a lot of questions," he said.

"I personally believe the aeroplane is in Bass Strait somewhere, so it would solve some things, but it still doesn't answer what Frederick encountered.

"The way he spoke to me

on the radio, he really did give me the impression he was concerned, so I still feel it was a genuine disappearance."

Mr Robey said the incident had a "fairly big impact" on his life.

"It's been resurfacing pretty regularly and, because it was such a strange disappearance, it's something you certainly don't forget."

Mr Valentich's mother, Alberta, said she would also welcome any further search. She believed in her heart that her son was still alive.

"Sometimes you have got it under your eye and you can't see anything," Mrs Valentich said.

"From October 21, 1978, until now, my feeling and the family's feeling is we believe my son is alive somewhere."

The past 22 years had been extremely difficult for her family. Sadly, her husband, Guido, died in April.

The call to initiate another search comes from Victorian UFO Research Society investigator Paul Norman, who has spent two decades following the case.

But any search of the area is dependent on gaining sponsorship.

Evidence from three witnesses rabbiting in the area that night has led Mr Norman and a fellow researcher to conclude that the plane probably

Large green light spotted

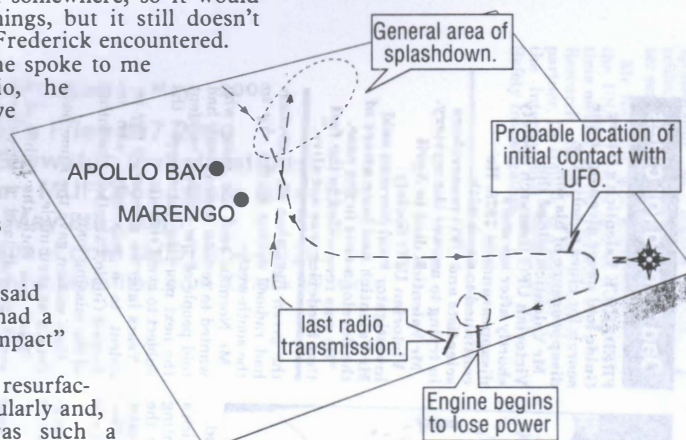
AN Apollo Bay man and his two nieces saw a large green light just above the lights of a light aircraft on the night Frederick Valentich disappeared.

Victorian UFO Research Society investigator Paul Norman said the trio were travelling home from a rabbit-hunting trip when one of the two girls noticed the strange light.

In a paper published in the *Journal of Scientific Exploration*, Mr Norman and fellow researcher Richard Haines said the man and his two nieces were travelling east along Barham Valley Road shortly after 7pm on October 21, 1978.

One of the girls asked about a light in the sky and the man, initially seeing only part of the lights, told her it was a light aeroplane, the paper said.

TURN TO P2



crashed into the ocean 5-20 km east-south-east of Cape Marengo.

Mr Norman described the disappearance of the Mr Valentich and the Cessna DSJ aeroplane as Australia's greatest aviation mystery.

The 20-year-old pilot disappeared after his radio cut out at 7.12pm on the Saturday while he was flying from Melbourne to King Island.

Before losing contact he described an unknown metallic object with a green light flying just above his plane.

His transmission was cut after the words "it is not an aircraft," followed by a long metallic noise and then silence.

A search was called off less than a week later; wreckage was never found.

Mr Norman said the new evidence indicated the aircraft and an accompanying green light were declining at 40 degrees toward the sea before disappearing from view behind hills.

It was now possible to pinpoint where the aircraft would have crashed into the sea, providing it had continued at this angle, he said.

NEW EVIDENCE



GEEELONG ADVERTISER

New evidence

The main witness, who wished to remain anonymous, had not come forward earlier for fear of ridicule.

Mr Norman said he had interviewed the rabbit hunters, a man and two women, in 1998, but had decided to release the information now in the hope of gaining sponsorship to begin a search. He had already had one expression of interest, but no definite support.

The search would be conducted using sonar equipment, dives, computer simulations and whatever else was necessary, he said.

Writing on the Valentich disappearance in a recent issue of the *Journal of Scientific Exploration*, Mr Norman and fellow researcher Richard Haines conclude that an underwater search should begin in this area, despite the impact of 20 years of tides on the wreck.

The paper recommends computer simulations be run to determine where the debris would be, given tides, currents and the vicinity of the crash.

"We may never know exactly what happened to Frederick Valentich," the paper said. "Nevertheless, an attempt should be made to locate the aeroplane."

Mr Norman said the search should begin as soon as possible.

"We've tracked this thing as far as we can go without a search being done," he said.

He was unable to say how long the search would take or how much it would cost.

PRESS CUTTINGS OF INTEREST

Some new findings could detail the location of a pilot who mysteriously disappeared in 1978.

The Standard, Thursday, June 1, 2000 -

Plane's location believed found

By RICK BAYNE
and PAT CONNELLY

UFO investigators are calling for an underwater search off the coast near Apollo Bay to solve the mystery surrounding the disappearance of pilot Frederick Valentich.

The move follows the release of new evidence from three people who were rabbit hunting in the area at the time, which may help unravel the 21-year-old mystery. The trio's information has backed Mr Valentich's reports of a green light hovering over his plane moments before it disappeared.

It is now believed the plane crashed into the ocean south-east of Cape Marengo minutes after losing radio contact.

The researchers believe they have tracked the final descent of the plane and have called for an underwater search to find the wreckage.

The disappearance of Mr Valentich over Bass Strait has been described as one of the most intriguing aviation mysteries since the vanishing of Amelia Earhart in 1937.

Victorian UFO Research Society investigator Paul Norman and fellow researcher Richard F. Haines have detailed statements from three people who saw what happened to Mr Valentich and his light plane on the evening of October 21, 1978.

Writing a 15-page summary in the latest issue of the *Journal of Scientific Exploration*, the duo say the witnesses saw an aeroplane descending downward at a steep angle with a much larger object with green lights flying just above it.

In their article, they plot the most probable flight path. The new



Paul Norman: search planned.

information and Mr Valentich's "own-in-flight reporting of sighting events" lead them to conclude the blue-and-white plane and pilot probably crashed into the sea "between three and 12 miles" off Cape Marengo.

Now the society is seeking sponsors to launch an underwater search for the wreckage.

"This is the first time we have been able to plot what happened based on circumstantial evidence," Mr Norman said.

"Now we want to follow that through and the next step is a search."

Mr Norman interviewed the rabbit hunters near Apollo Bay in 1998 and this week released the details of the investigation.

The trio, a man and his two nieces, had seen an aircraft and

Dad hunted for clues

FREDERICK Valentich's father Guido had never given up in the search for clues to solve the disappearance of his son.

Mr Valentich joined the Victorian UFO Research Society shortly after his son's disappearance in 1978. He continued to work with scientists and UFO researchers in trying to answer the mystery. Mr Valentich died in April.

Victorian UFO Society investigator Paul Norman said Mr Valentich had been aware of the developments in the case.

"He was reconciled to the fact that Frederick was not alive."

the green light that Mr Valentich had radioed seeing in the sky to the south-west.

Mr Norman said the man, who wanted to remain anonymous, had told people of the strange incident the next morning but dropped the subject to avoid ridicule.

Years later he mentioned the incident to a policeman, who informed Guido Valentich, the father of the missing man.

Both women gave the same basic details as their uncle.

"They saw both the lights of a small aircraft and a very large green light travelling directly above it," Mr Norman said.

"Both the airplane and the accompanying light (which appeared to fly parallel with the Cessna) seemed to descend at an apparent 30 to 40 degree angle."

The witnesses never saw the airplane strike the ground or the sea. The new evidence supports details of a 13-minute audio tape of Mr Valentich's final radio messages.

Although there were too many unknowns to calculate a definite flight path, Mr Norman said it was possible to estimate the position of the Cessna.

No wreckage has been found, which Mr Norman said supported the theory that the plane crashed in the ocean and not on land.

"We may never know exactly what happened to Frederick Valentich. Nevertheless, an attempt should be made to locate the airplane. An underwater search should be mounted, despite the 20 years that have elapsed since the event took place," he said.

Mr Norman said he believed the witnesses' evidence, existing flight paths and Mr Valentich's radio messages made it possible to approximate the site, even accounting for tidal movements.

He said the society was seeking sponsorship to launch sonar, scuba, computer or other underwater searches.

Mr Norman, who migrated from the USA 37 years ago, is a long-time member of the Victorian UFO Research Society. His research partner, Dr Haines, is a member of the International Society of Air Safety Investigators.

ILLINOIS. HUGE HOVERING CRAFT REPORTED

WOOD DALE -- On April 25, 2000, the witness went to his car in the company parking lot after work, and saw airplanes descending in flight patterns toward Chicago O'Hare National Airport. I entered my car and drove west which was perpendicular to where planes descend very low toward the runways. As I drove, I turned to view an extremely huge aircraft that was very low to the ground and only a couple of blocks up. (2000 feet) It was much, much larger than a 747 but looked man-made. What caught my attention was that it was not moving. It seemed to be fixed in one position almost as if it was some kind of 'platform'. It was well lit and was slowly rotating. It was shaped similar to a very thin fuselage with very long wings. I don't remember seeing any engines. I slowed my driving, but didn't stop and finally the aircraft went out of view. I definitely felt I had seen something futuristic, but it did not seem to be a spacecraft. It looked as if it was some kind of a huge bomber or observation vehicle. And, again, it didn't move and it made no sounds. I think its multicolored lights even cast a shadow on the homes below. Thanks to Peter Davenport NUFORC www.ufocenter.com.

MISSOURI UFO CAUGHT ON INFRARED VIDEO

KANSAS CITY -- John Colaw the Kansas Director of Skywatch International writes. "I just had a great sighting, along with seven other witnesses. It was 9:15 PM when my daughter called me out to look at something in the sky. My wife Charla said "Oh my God, come out and look at this. I don't believe it." I went outside and west of my house, about 40 degrees above the horizon, was what looked like a pulsing star. It was changing brilliant colors. Red, blue, white, and yellow seemed to dominate. It changed color rapidly, but pulsed at a slower frequency. It was pulsating and changing colors. It appeared to be fat for a star, but otherwise you could not tell size, because distance was uncertain. It did not appear to be in space, it was in the sky. It was very weird to be able to watch it for so long. A friend who was visiting happened to have a nice SONY Handy cam with Night Shot infrared and 72x digital zoom. We got some great footage of it, first without the infrared. We got a good 25 minutes of it. Then we chased it in the car, but it was obviously a few miles away at least. But the best part was when we switched it to Night Shot Infrared. The object was too far away to be painted by the camera. What we shot was the infrared signature of the object, and it really is spectacular. It looks like a pulsing fog, with a bright triangular nucleus that is spinning rapidly. Like a cell made of light with a spinning triangle for a nucleus. I will get the video uploaded to the Internet and post it. I made sure to get perspective shots of the trees and streetlights in the foreground. Thanks to John Colaw and cliff@skywatch-international.org (Cliff Capers) Skywatch International.

The UFO Enigma - May 2000

Filer's Files #17-2000

MUFON Skywatch Investigations

George A. Filer: MUFON Eastern Director,

May 8th, 2000

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PHYSICS

SPACE TRAVEL MAY BECOME 10 TIMES FASTER

BEYOND SOLAR SYSTEM?

BY FRANCIS TEMMAN

GREENBELT, MD. • The National Aeronautics and Space Administration is partly funding research by a professor at the University of Washington in Seattle, Robert Winglee, who thinks his magnetic propulsion system could make space travel about 10 times faster.

Winglee's invention is only a prototype, but if he can perfect it, exploration beyond the solar system would become possible.

The next experimental tests will be conducted at the NASA Marshall Space Center in Huntsville, Ala.

"The computer simulations already have proved that my theory works. If it is validated by the tests that NASA will conduct later this year, then we might see it become reality in the next 10 years," Winglee said during a presentation at Goddard Space Center in Greenbelt, Md.

He has left more than one scientist stunned by the simplicity of his idea, which consists of enveloping an engine in a magnetic bubble that would deflect the solar wind and accelerate a vessel to speeds of 80 kilometres per second, or 288,000 kilometres per hour.

At this amazing speed, it would take only three or four years to reach the edge of the solar system, compared with 42 years using the technology currently available.

U.S. space shuttles with chemical propulsion systems now travel at speeds of 27,700 kilometres per hour or 7.7 kilometres per second.

Winglee's inspiration came as he studied the frequent eruptions on the surface of the sun. He noticed that a magnetic field formed around spurts of plasma, or ionized gas, that were violently ejected into space.

He also noted that the Earth itself is protected from solar wind by the magnetosphere, which is essentially an enormous bubble surrounding the planet.

This bubble deflects the gaseous winds travelling at speeds up to 3.6 million kilometres per hour from the sun. The wind exerts a force, but it is not powerful enough to displace the Earth because of the planet's immense mass.

However, the force could be enough to move the smaller mass of a spaceship, Winglee explained.

His idea is to reproduce this bubble around a spaceship. The

injection of plasma, helium for example, around the vessel would cause the bubble to swell and help propel the ship.

"What we're proposing to do is create a magnetic bubble to deflect the solar wind," Winglee explained.

His invention, called Mini-Magnetospheric Plasma Propulsion, M2P2, rests on long-known principles of physics. It would render

unnecessary the immense Mylar sails to "surf" the solar wind that others have conceived.

"We have been stuck with chemical propulsion since the day of the V-2 rocket," laments Ed Weiler, a NASA associate administrator. "If humans are ever to reach the stars, we need a lot more of this innovative thinking."

Agence France-Presse

METEOROLOGY

Giant ice cubes from clear skies tested in Spain

OZONE DEPRESSION LINK

Meteorite, comet and aircraft theories excluded

MADRID • Giant ice cubes that fell out of clear Spanish skies in January may have been a result of global warming, experts studying the freak weather phenomenon have said.

One chunk from Chilches in the east of Spain weighed four kilograms and measured 20 by 26 centimetres.

If the troposphere — the first 15 kilometres of the Earth's atmosphere — heats up, it can provoke cooling in the stratosphere, producing giant hailstones, accord-

ing to a report published in *Geotimes*, the American Geological Institute's magazine.

Satellite maps generated by the U.S. space agency NASA showed a depression in the ozone layer over Spain between Jan. 8 and 17, when the ice cubes fell, the report compiled by 14 Spanish scientists said.

Analysis of the ice cubes proved they were not meteorites or aerolites, such as comet tails, as originally thought.

The tests also ruled out the hypothesis that the ice had fallen from an airplane, said the head of the inquiry commission, Jesus Martinez-Frias, a geologist.

Only nine of the 50 ice cubes tested turned out to be authentic. The others were "discovered" by jokers or trouble makers keen for media attention, the commission said.

Documented incidents of this kind go back to the 19th century: for example, two kilograms of ice in Spain in 1826 and one kilogram in New Hampshire in 1851. In April, 1973, two kilograms fell in Manchester, England.

The commission said its report was not a definitive explanation.

Agence France-Presse, with files from National Post

THE EARLY YEARS

A selection of reports from various magazines published in the 1950s and 1960s

Moscow, Soviet Union - August, 1959

Australian Flying Saucer Review (Victorian Flying Saucer Research Society)

The Civilian Radar Post of the Vnukovo Airport at Moscow reported a sighting of three "disc-shaped flying objects" at the periphery of the city. The flying altitude was mentioned as approximately 16,800 metres and the minimum diameter of the of the objects was given as approximately 80 metres. The Soviet Air Force determined the position of the objects and sent jet interceptors, which failed to come into contact with them. The objects disappeared at a height well over 30 kilometres. It was mentioned briefly that an optical illusion or a natural explanation is out of the question.

Nashville, Tennessee - May 27, 1961

The UFO Investigator (National Investigations Committee on Aerial Phenomena)

A bright, triangular object was seen over a wide area from 5.00 p.m. to sunset. Jets from Memphis Naval Air Station were scrambled but could not reach the altitude of the UFO estimated at 60,000 feet. Possible explanation : "Moby Dick" pyramid-shaped Air Force research balloon, but the Strategic Air Command in Colorado Springs said no aircraft or balloons were known to be in that area. A photograph of the object obtained from the "Nashville Tennessean" by member Paul Norman is being analysed by NICAP.

Flemington, New Jersey - July 30, 1964

Saucer News (The Saucer and Unexplained Celestial Events Research Society)

Jack Hall, a resident of Flemington, reported that , while driving home late one night, he saw a UFO land in the middle of a rural field. Hall parked his car in his driveway, nearby, and walked towards the object. When he got to within about 500 feet of it the UFO started to move towards him, at which point Hall panicked and ran. He described the thing as white, egg-shaped and at least 30 feet in circumference. It had a glow coming from underneath it and this light was seen by Hall's wife and daughter, who were inside his house. State police were called but a tour of the neighbourhood turned up nothing unusual.

Florida Everglades - March 14, 1965

The UFO Investigator (National Investigations Committee on Aerial Phenomena)

On the night of March 14 James Flynn, a well known dog trainer residing at Fort Myers, was camped in the Everglades after a day's training. Between 1.00 and 2.00 a.m. he saw a bright oscillating light and drove his swamp buggy closer to investigate. Proceeding on foot, he saw that a large machine shaped like a cone, (or an inverted top), had landed. Its surface was shiny, metallic and it had a bank of lighted ports or windows. The UFO was about 100 feet in diameter and 25 to 30 feet high. Flynn saw no sign of occupants but, as he approached, he felt a "sledgehammer blow" which knocked him unconscious. When he came to the UFO had taken off. He got to an Indian village and was taken to Fort Myers hospital. After recovering he led a search party to the scene. Where the UFO had landed was a round, burned area measured at 72 feet in diameter. The tops of 25-foot trees nearby were also seared.

Australian Sighting Reports

6th November 1999
Perry Sands NSW
10:47 pm

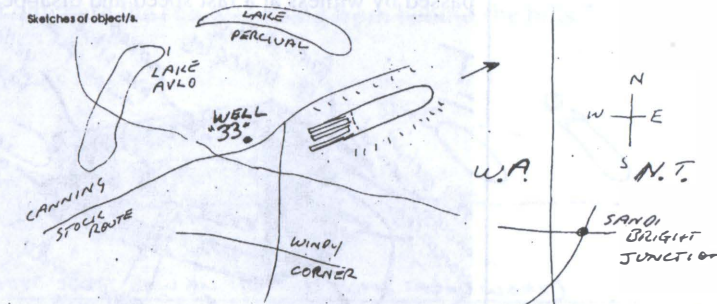
Two observers watched which appeared to be playing games with an aircraft. Color of objects was yellow and white. The witnesses were at first watching aircraft fly over. Then, the two objects maneuvered about the aircraft then flew away.

29th November, 1992
Western Australia

Three observers from Alice Springs on a camping trip in Western Australia witnessed a long shaped gold coloured object for 2.5 minutes. It flew from SW to NE. Size of the object was very large. The campers had just settled down in their "swags" (beds) when someone yelled out "look at the sky". The object had a round front and three glowing tails. It was flying faster than a jet.

Next day they travelled 200km to the next camp and mentioned the sighting to the local Aboriginals who had a similar sighting the night before. They said it was an aeroplane of the spirit people. They said it had been seen before.

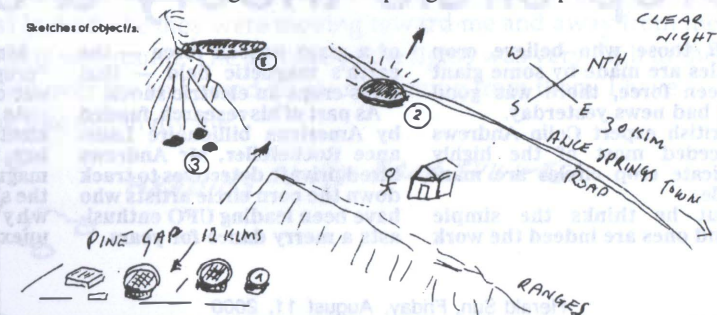
Thanks to Keith Douglas of Alice Springs for this report.



7th June 2000
North West of Pine
Gap
8:30 pm

Two witnesses (Husband & Wife), same couple from the above sighting were, aroused again by dogs barking "madly". They observed a disc shaped object with orange around the edge. It looked as if "the trees were on fire" at first. After hovering, it moved out of sight. Viewing time was about 10 minutes.

Thanks to Keith Douglas of Alice Springs for this report.



Australian International UFO Flying Saucer Research Inc.
GPO Box 2004, Adelaide, South Australia, 5001

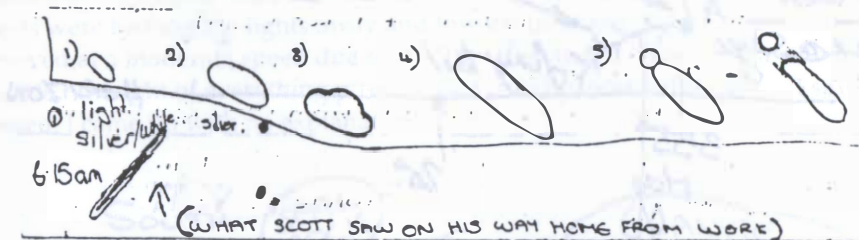
Registered by Australia Post.

Publication Number: PP 533632/00010

Views expressed in this magazine are not necessarily the views of the publisher.

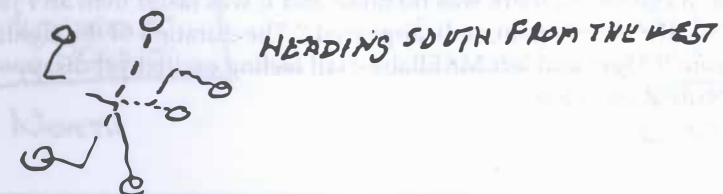
HACKHAM - 7 APRIL 2000

Tracey Hardman, 20 and Scott Davis, 22 sighted 3 white objects in front of the Adelaide Hills. The 15 minute sighting commenced a 6:30am on the day in question and the objects changed shape from a circle to a long rectangular shape then the shape of a flying saucer. The objects were at a 45° angle from the sightees and seemed almost stationary but descended to the south before disappearing altogether behind the hills. Although the objects moved at a slow pace their changing of shape was so rapid it is what attracted the attention of the sightees. "This all happened just right of where the sun was rising from behind the hills."

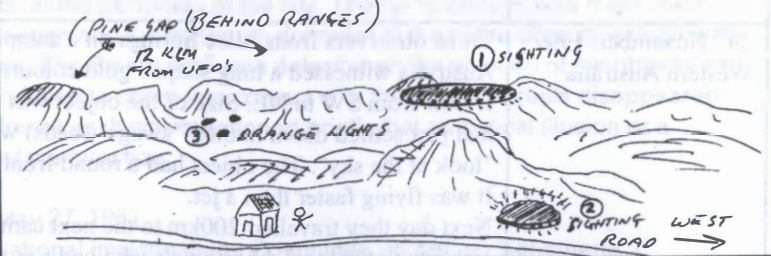
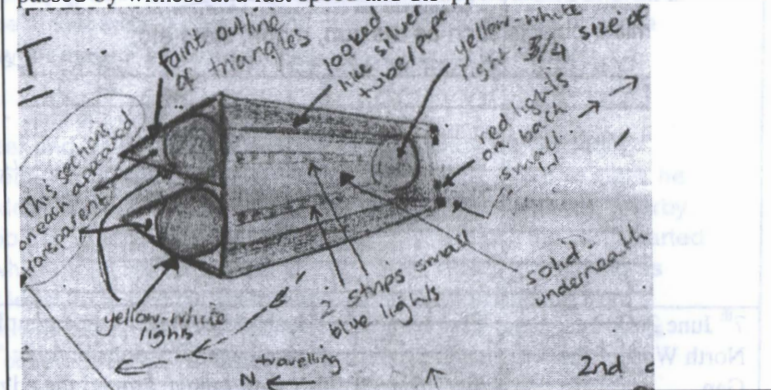


MILDURA - 20 APRIL 2000

William Whyte from Scotland was holidaying in Mildura when he sighted several white lights moving very fast and zig zagging in formation. "The strange lights came from the western sky and were heading to the south. I noticed no flashing lights and saw no portholes. The sky was clear and I noticed a plane in the area but did not notice what direction it came from when I was looking through my binoculars they (the lights) looked like they were moving toward me and away from me, the shape of the objects was round. The altitude of the lights was very high in the sky. The lights passed over me and I heard no sound coming from them. I have never seen anything like this in my life."



Australian Sighting Reports - continued

<p>15th May 2000 North of Pine Gap near Alice Springs, Northern Territory 11:45 pm</p>	<p>Two witnesses (Husband & Wife) heard dogs barking and went out where they observed a large dark object with lights around the edge. No noise was heard. It was flying North to South direction. Thanks to Keith Douglas of Alice Springs for this report.</p> 
<p>28th February 2000 Balnarring Victoria 11:23pm</p>	<p>Witness reported a large triangular shaped object with 3 yellow lights and smaller blue lights. There appeared to be a metal strip along the side of the object. It was flying from SE in a northerly direction. Object passed by witness at a fast speed and disappeared to the NW.</p> 

Crop circle theory a shocker

FOR those who believe crop circles are made by some giant unseen force, there was good and bad news yesterday.

British expert Colin Andrews conceded most of the highly intricate crop circles are man-made.

But he thinks the simple round ones are indeed the work

of a giant unseen force — the earth's magnetic field — that gives crops an electric shock.

As part of his research, funded by American billionaire Laurence Rockefeller, Mr Andrews hired private detectives to track down the corn circle artists who have been leading UFO enthusiasts a merry dance for years.

Mr Andrews said man-made "crop art" accounted for eight out of 10 circles.

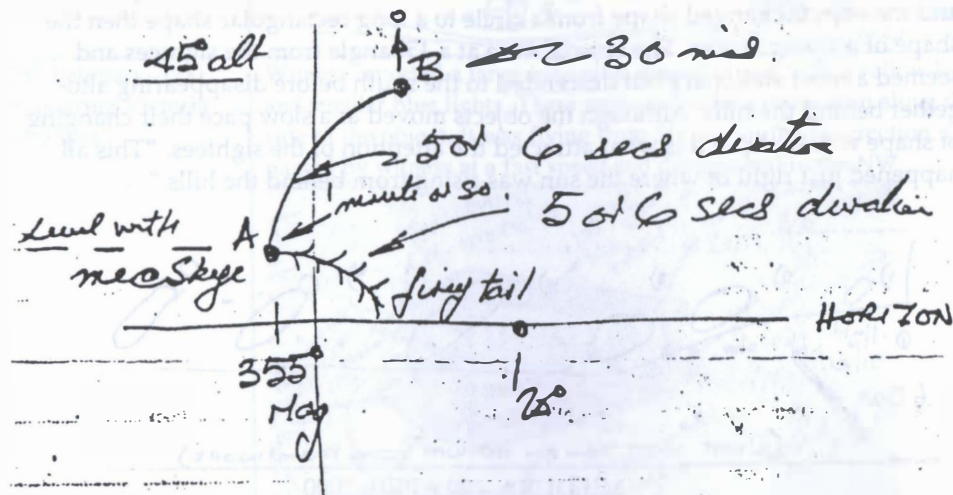
As for the others, the former electrical engineer believes he has found the pattern of the magnetic field exactly matching the shape of the circle. But quite why it happens is still unexplained.

Herald Sun, Friday, August 11, 2000

SIGHTINGS

SKYE - 18 MAY 2000

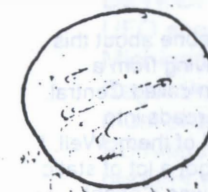
59 year old engineer, Kenneth Gray of Skye saw a single orange object during the half hour from 10:20pm on the above date. "I saw the object rise like a domestic firework rocket with a fiery tail but it remained stationary for a minute or so. I called my wife to observe and viewed it through a telescope. The object became increasingly dim, we believe it was rising slowly into the cloud layer." The orange object originated from the Newton/Holden Hill area and it was the trail of sparks that attracted Mr Gray's attention.



SMITHFIELD - 20 MAY 2000

Craigmore sales manager Stewart Ellaby-Hall witnessed on round pure white light which was the size of a full moon at approximately 1000 feet in altitude. "I was driving from Gawler to Smithfield (north to south) when a bright white light passed above the car in a southerly direction at approximately 1000 Feet. Within 15 seconds it was 100 metres ahead of the vehicle. The light disappeared in an upward direction like somebody had flicked the switch. The light was as big and the same shape as a full moon, there was no noise and it was faster than an F15 fighter jet. I did not see the object again, it disappeared." The duration of the sighting was 15 seconds from 9:35pm and left Mr Ellaby-Hall feeling excited yet disappointed he didn't capture it on video.

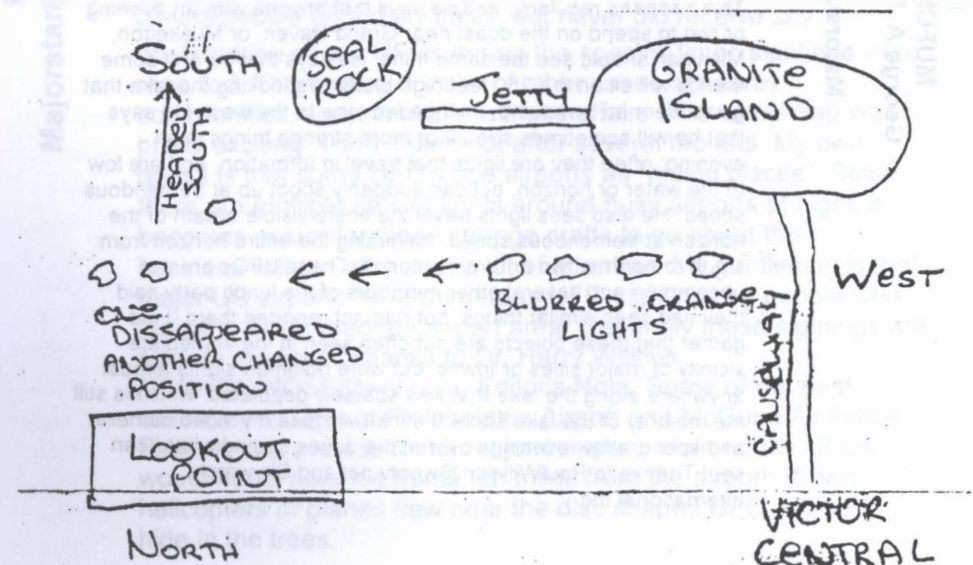
SIGHTINGS



THE OBJECT WAS PURE WHITE, SO WHITE IT WAS ALMOST ELECTRIC BLUE, I HAVE NEVER BEFORE SEEN A LIGHT SO BRIGHT.

VICTOR HARBOUR - 19 JUNE 2000

Di & Terry Smythe from Hayborough saw 4 orange objects from Victor Harbour on Monday 19 June. The sighting lasted approximately 12 minutes from 10:15pm. The lights were dull rather than vivid in colour. The lights travelled south at a medium pace until they faded out of sight. "4 bright orange light which were moving slowly east to west. One disappeared as though the light went out. One of the remaining 3 lifted position then returned to the other 2 then lifted again and stayed that way. The lights were dimming and flaring - not in unison as though the objects were turning the lights away and toward us in the pictured formation. They moved at a moderate speed due south until they faded. When I first saw these lights I thought of everything possible that could produce the sight... I saw, I processed, I came up with no explanation at all."



Filer's Files #17-2000
MUFON Skywatch Investigations
George A. Filer: MUFON Eastern Director,
May 8th, 2000
Majorstar@aol.com (609) 654-0020

LOUISIANA ABDUCTION?

CENTRAL -- Allen H. writes, "I wanted to tell someone about this that would believe me." Here is my story- I was driving from a friend's house late one night; it is in this small town called Central. It is outside of Baton Rouge, LA. There are 3 or 4 roads into Central from Baton Rouge and woods surround all of them. Well, I was driving home at 2:15 AM, when my car radio got a lot of static on it and my pager started going wild. Then there was a bright light. Next thing I know it is 3:30 AM and my car lights were still on but the engine was dead. I lost an hour and fifteen minutes. Now this trip only takes about thirty minutes to make. I do not know what happened. This happened about six months ago. Recently I have had these bed looking at me but I cannot move or yell. And the whole time my wife is in the bed sleeping. I think it is a dream, but I am not so sure anymore. My wife thinks I am too stressed out. But I am not. I am scared. Thanks to: Allen H. allanbon@bellsouth.net.

LAKE MICHIGAN HAS FREQUENT SIGHTINGS

MUSKEGON -- Paul Willison reports that I was having our normal lunchtime get together with coworkers. I brought up the subject of UFOs just to see what the response would be and was surprised to find that four out of seven at the table reported very unusual sightings. The most interesting one was reported by a coworker who often goes to the shore of Lake Michigan to watch UFOs. This happens regularly, and he says that anyone with an evening or two to spend on the coast near Grand Haven, or Muskegon, Michigan should see the same thing. He says that he and some friends will sit on the 250 feet high bluffs overlooking the lake that gives them an awesome, unimpeded view to the west. He says that he will sometimes see 20 or more strange things in an evening; often they are lights that travel in formation, and are low to the water or horizon, but can suddenly shoot up at tremendous speed. He also sees lights travel the entire visible breath of the horizon at tremendous speed, traversing the entire horizon from south to north in two or three seconds. These UFOs are not uncommon and several other members of the lunch party said they had seen similar things, but had not reported them. I did gather that these objects are not often seen in the immediate vicinity of major cities or towns, but were common sights almost anywhere along the lake that was sparsely populated, which is still the majority of the lake shore. I think I will take my video camera, and spend a few evenings over at the dunes seeing what I can see! Thanks to PaulWillison@webtv.net and Skywatch International Inc.

George A. Filer: MUFON Eastern Director,
May 27th, 2000
Majorstar@aol.com (609) 654-0020

MICHIGAN AIRPORT UFOs

DETROIT -- Dr. Harry Willnus writes he has been following the UFO scene for more than fifty years. He is the past MUFON Michigan State Director and presently a MUFON consultant. Regarding Filer's Files recent mention of UFO's near airports, I must share that I spent 36 years in education teaching in the Romulus Community School District that contains within its borders the Detroit Metro Airport. The airport ranks as one of the top ten busiest airports in the nation. Northwest Airlines uses Metro as a hub. Over my years of teaching I had classroom contact with thousands of students and hundreds of parents who resided in different sections of the township. My intense interest in UFO's became known in the community. Over the years, I heard hundreds of stories that were UFO related. The reports were sometimes dramatic, with close-in sightings of strange crafts over roof tops or trees. All of this occurred in a little community of 36 square miles with a major airport nearly in the middle of it. Detroit had a major UFO flap in February and March 1978.

While some of the sightings made the local papers and TV stations, little information appeared out state. The flap had major airport implications. Some of the sightings occurred inside airport fence lines on or near ground level. A few of the sightings were during the day but most came at night. I called the FAA tower control people on a daily basis, but never did receive any confirmation of any UFOs during the specific times sightings were reported. There were dozens of other cases in nearby communities, some multiple witness affairs. The whole flap was pretty exciting. Then it died out after several months. My own guess is that some UFO's use airports as "hiding places". Since there are multiple sets of lights around busy airports at night, it becomes easier for these strange crafts to go about their business without attracting a lot of attention. My gut fleeing is that major US airports have numerous UFO sightings by people who reside in the immediate airport area. Generally these sightings are seldom reported. Thanks to Dr. Harry Willnus NOKNOWNOSE@aol.com. Editor's Note: Some of our best cases are in sight of Philadelphia Airport and McGuire Air Force Base. A vice president of a major company claimed the UFOs would hover near his home ten miles from the airport. When helicopters or planes flew near the disc shaped UFO, it would hide in the trees.

UFO Shoots Object At Indiana UFO Researcher Taping 'Huge Disks'

By Lynn Taylor

From Steven L. Wilson Sr <Ndunkls@aol.com>

From UFO UpDates-Toronto <updates@sympatico.ca>

3-19-00

The UFO Enigma - April 2000

On Sunday, March 12, 2000, at approximately 8:30 PM, John Tosti, a fellow UFO researcher, spotted two illuminated objects outside his home near Smithville*, Indiana. John indicated that the objects were hovering silently just above a nearby tree line. He was in the process of videotaping them when two more objects appeared from out of nowhere, also with no accompanying sound. Less than a quarter of a mile distant, John could make out their outline of the second pair, and described them as, "huge disks." He commented that they had, what looked like, "headlights" shining out from them.

At that point, John turned his attention and his video camera toward the new arrivals. He was still taping when a small yellowish object "shot out" of one of the disks, straight toward him. "That kind of scared me," John said.

Then, as suddenly as the large disks appeared, they "blinked out" and were gone. When he looked around for the first two objects, they were nowhere to be found.

After the sighting, John noted the appearance of helicopters and interceptor jets in the area.

Later, a cursory review of the videotape revealed the smaller object in three frames as it was being expelled from the disk.

John's videotape is currently under analysis, and copies have been made and stored elsewhere for security reasons.

(Note: March is historically been the most active month for UFOs in South-central Indiana.)

* Smithville is located eight miles south of Bloomington, and about sixty-five miles south of Indianapolis, Indiana.

SOCIETY NEWS

The VUFORS Sightings Hotline is NOW AVAILABLE.

 (03) 9506 7080 

Please report your sightings to this number.

Note: This is NOT a 0055 or 1900 service. Your call is charged standard rates.

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* "UFOs...THE REAL STORY" - Stanton Friedman's comprehensive CD-ROM.
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Several new books will be on sale at marked prices.

Back issues of *The Australian UFO Bulletin* will no longer be sold at our Discussion Evenings. They are available from VUFORS by mail at a cost of \$ 5.00 each, including postage, (US\$ 5.00 outside Australia).

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DISCUSSION NIGHT

For Your Diary

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SOCIETY HISTORY

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

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